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CO-INTER
TOPIC

Germany (Soviet Zone)

REPORT

Oranienburg Airfield

EVALUATION

PLACE OBTAINED

50X1-HUM

DATE OF CONTENT

DATE OBTAINED

DATE PREPARED

8 August 1951

REFERENCES

50X1-HUM

PAGES

4

ENCLOSURES (NO. & TYPE)

REMARKS

REFERENCE COPY

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1. At 2:30 p.m. on 8 June 1951, about 40 jet bombers were seen at Oranienburg airfield. Flights were made by six jet bombers which were parked next to the N-S runway. (1)

about 2,000 meals were distributed daily to air force members, not including those prepared in the air force officers kitchen.

3. In early June, the Oranienburg branch office of the Eberswalde central construction bureau was housed in the old townhall at No 1 Poststrasse, Oranienburg. The construction bureau was also in charge of Oranienburg airfield and the restricted Weisse Stadt settlement. A Soviet agency in Werder/Havel with Soviet engineer Major Bebeskov, (fnu), as chief was responsible for air force construction projects. Senior Lieutenant Menking, (fnu), was in charge of construction and maintenance work occurring with the air force unit stationed in Oranienburg. The NW-SE runway at the airfield was exactly 60 meters wide.

4. At about 11 a.m. on 3 July, 15 jet bombers covered with tarpaulins were counted in front of the hangars at the field. It appeared that all the planes had plexiglass nose compartments. A jet bomber which took off from the main runway had bomb-shaped containers, probably auxiliary tanks on the wing tips. The plane used about 1,200 to 1,400 meters of the runway for the take off. Three additional jet bombers with auxiliary tanks took off from the field at intervals of about 20 minutes. The planes did not return until 11:45 a.m.

the main landing gear of the jet bombers turned 90 degrees when it retracted into the engine nacelle. Two radio trucks were seen on the southeastern edge of the field. (1)

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5. Since early June 1951, Soviet air officers have repeatedly moved from Schoenwalde into Weisse Stadt restricted area. The remaining detail was to follow within the next weeks. A quarrel which had occurred between the officers previously stationed in Weisse Stadt and the newly arrived officers was settled by Major Motayef (phonetic spelling), (fnu), upon returning from his furlough.

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6. Preparations for the construction of 50 tents in Weisse Stadt had allegedly to be completed by 15 July. About 40 tents, were to be 4 meters square while the remaining ten were to be 6 x 8 meters. Washing and lighting facilities were to be installed on the pathway between the tents. After 10 July, the tent camp was occupied by 800 to 1,000 air force personnel who [redacted] were air and ground personnel from Schoenwalde. [redacted]

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7. On 22 June, there was [redacted] flying by jet bombers at the field. The weather was fair. Four planes usually took off in rapid succession. Every third plane had a metal nose compartment but no belly turret.

8. Two flaps were seen on the underside of the fuselage on a plane flying at a high altitude. This plane seemed to be fitted with a metal cockpit. The flaps which were extended began a short distance aft of the recess of the nose wheel and extended as far as about the trailing edge of the wings. (3) Although the plane was flying at a high speed the flap was open. This had not previously been observed on flying aircraft. Two oval apertures were seen on one plane with a metal cockpit, on the left side of the fuselage in front of the cockpit. (4) It was observed on another such plane that the rod which slanted below and near the nose wheel was a tube. (5) Most of the flights were made by aircraft with plexiglass cockpits. A man was seen laying in a prone position in the cockpit. Another man was sitting in the cabin. It appeared [redacted] that a second man was sitting behind him because a shadow [redacted]

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9. Between 3 and 5 p.m. on 12 June, eight aircraft with two radial engines and double rudder assemblies were parked west of the hangar. At the intersection of the two runways there were seven jet bombers which continually practiced local flying in flight formation. The planes took off at intervals of about 30 seconds. The average flying time was from 15 to 25 minutes. [redacted] several aircraft took off three times without being refueled or changing their crews. The aircraft had an estimated 60 percent of the runway for take offs and about 75 to 80 percent for landings. [redacted] the bombers had a vertical black stripe on both sides of the rudder assembly on the rear upper corner. The twin-barreled machine gun in the rear turret was seen on some aircraft of both types. [redacted] The following aircraft without plexiglass cockpits landed at the field:

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Time of Landing

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3:15 p.m.
3:17 p.m.
3:34 p.m.
3:39 p.m.
undetermined

Aircraft with plexiglass cockpits which also landed at the field [redacted]

water truck [redacted] went from the airfield to Weisse Stadt. (6)

10. Trucks [redacted] continually carried officers and EN from Weisse Stadt to the airfield after 6 a.m. on 15 June. The officers wore boots, short brown leather jackets with zippers, but no flying suits. About 30 officers and soldiers were at the field at 7 a.m. on 15 June. Six light trucks, including two with the numbers 2-1-1 and 2-1-2, one ambulance went from the small west of Weisse Stadt toward the field. Passenger cars [redacted] bus [redacted] truck [redacted] and van-like trucks [redacted] were on the way from Weisse Stadt to the airfield.

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11. Between 9:30 and 10:30 a.m. on 18 June, about 10 to 12 jet bombers, parked in one row, and 8 twin-engine planes with double rudder assemblies were seen north of the hangar. Two jet bombers were west of the hangar and 16 other jet bombers were at the intersection of the two runways. All the planes were covered with tarpaulins. There was no flying although the weather was good. Trucks [redacted] tank trucks [redacted] and ambulances [redacted] shuttled between the field and Weisse Stadt.

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12. The field was observed from its northern edge between 6 and 10:30 a.m. on 20 June. The weather was good. Four jet bombers and two twin-engine aircraft with double rudder assemblies were parked north of the hangar. About 6 to 8 twin-engine planes with double rudder assemblies and 19 jet bombers were seen on the northern edge of the field. Four jet bombers with plexiglass cockpit took off from the field between 9 and 9:05 a.m. They landed between 9:40 and 10 a.m. At 10:09 a.m., a twin-engine plane with double rudder assembly and a red-bordered white 12 on the right rudder assembly took off. Motor vehicles moving from Weisse Stadt to the airfield between 6 and 6:30 a.m. [redacted]

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13. Between 9 a.m. and 1:30 p.m. on 23 June, six twin-engine aircraft with double rudder assemblies were parked northwest of the hangar and about 13 or 14 jet bombers were seen southwest of the hangar. The jet bombers had their fuselages and tail units covered with tarpaulins. There was no flying. The sky was overcast and visibility was 5 km.

14. The airfield was observed from all sides between 2:45 and 6:30 p.m. on 26 June. Two twin-engine aircraft with double rudder assemblies were parked in the northern section of the field, three additional twin-engine planes were west of the hangars, 15 jet bombers south of the hangar, and 4 biplanes in the southern section of the field. All the jet bombers were covered with tarpaulins. Two biplanes [redacted]

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[redacted] took off from the field between 50X1-HUM 3:30 and 4 p.m. There was a heavy thunderstorm from 3 to 5 p.m. The planes were not seen returning to the field. Truck [redacted] went from the field to Weisse Stadt.

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15. Between 2 and 5 p.m. on 3 July, a silver jet bomber with a drop-shaped container on the wing tips took off repeatedly. The containers were painted a brownish color. A black vertical stripe was seen on the left side of the rudder assembly, in the left upper corner, above the Soviet star. The plane had a plexiglass cockpit, belly turret, and two weapons in the rear gunner's station. The take-offs and landings were made with the wind.
16. On 4 July, the field was observed between 9:30 a.m. and 2 p.m. There was a 1,000 meter cloud base and a visibility of about 5 km. Five twin-engine aircraft and a jet bomber were seen north of the hangar. Twelve jet bombers were parked in one row south of the hangar. The model of the jet bombers could not be identified. None had a drop-shaped container on the wing tip. Not all aircraft were probably observed because it was impossible to see the entire area of the field. At 10:24 a.m., one jet bomber with auxiliary tanks took off from the field. The plane had the same markings as the one observed on 1 July. It flew over the field with 10:51 a.m. The landing [redacted] took off at 11:35 a.m. and landed at 12:07 p.m. It was parked at the intersection of the two runways at 12:10 p.m. The front section of the cockpit was opened. A tank truck or truck moved behind the right wing. About 8 to 10 soldiers worked on the plane. The plane took off at 12:35 p.m. and landed at 1:09 p.m. After this landing, a tank truck or

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truck again moved up to the plane. The next take-off was made at 1:43 p.m. The radar set on the eastern edges of the field was not in operation during the time of observation. (7) At 1 p.m., five Soviet civilian laborers went from the field to Weisse Stadt. Passenger car [redacted] ambulance [redacted] trucks [redacted] and tank truck [redacted] T were seen between Weisse Stadt and the airfield. The following new direction post was set up on the road from Weisse Stadt to the airfield:

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17. About 6 p.m. on 2 July, four jet bombers were flying in formation over Oranienburg at an altitude of about 900 meters, under the clouds. Flying above the clouds was practiced about 11 a.m. on 4 July. A jet bomber with auxiliary containers was seen through a cloud gap.
18. On 3 July, the airfield was observed from its southeastern corner. Twelve jet bombers and about 18 to 24 twin-engine aircraft, parked in groups of six, were seen near the hangar. Individual jet bombers made flights of about 15 minutes. There was intensive flying over Oranienburg by swept-back jet fighters and single-engine aircraft, the latter flying in squadron formation of up to nine planes.
19. On 3 July, a Soviet Air Force officer and 12 EN from the airfield went by train from Oranienburg to Jueterbog via Wildpark. (9)

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Comments.

- (1) The airfield is occupied by a bomber regiment, equipped with conventional twin-engine bombers, Pe-2s and B-25s, and mostly type 27 twin-jet aircraft.
- (2) The air reconnaissance unit, previously stationed in Schoenwalde, is possibly being transferred. This regiment is equipped with Pe-2s and Tu-2s. Compare paragraph 10 of this report, in which eight aircraft with twin-radial engines and double rudder assemblies, Tu-25s or B-25s, were observed. Twin-engine aircraft were last seen at Schoenwalde airfield on 6 June 1951. [redacted] The ground attack aircraft were still in Schoenwalde on 30 June 1951. [redacted]
- (3) Probably bomb-bay doors.
- (4) Probably apertures for rigid weapons which fire forward.
- (5) Possibly a shaft for a trailing aerial.
- (6) The eight aircraft with two radial engines and double rudder assemblies were probably Tu-2s or B-25s. It is believed that they were Tu-2s [redacted]

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The N-S runway is about 2,200 meters long. About 1,300 meters of the runway is used for taking off and about 1,650 to 1,750 meters for landing. The black stripe on the rudder assembly was previously observed only on aircraft with a blister aft of the nose wheel. A tail gun was previously seen only on aircraft with plexiglass nose and blister. [redacted]

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- (7) A dumbbo radar set.

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